

08 September 2023

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Attn: Chris Koukoutaris – Senior Project Manager

**RE: Telopea Concept Plan and Stage 1A Residential, Retail, Child Care and Aged Care –
Adderton Road, Telopea – SSD-14378717
TfNSW Comments and Modifications to Concept Plan**

Dear Chris,

Ason Group has been engaged by Frasers Property Telopea Developer Pty Ltd (Frasers) to provide traffic and transport consultancy services in support of the State Significant Development (SSD-14378717) application for the proposed Telopea Concept Plan and Stage 1A Residential, Retail, Child Care and Aged Care (the Proposal) at Adderton Road, Telopea.

Recent discussions with TfNSW regarding the Proposal have focussed on 2 areas, as follows:

1. The proposed New Link Road, its signalised at-grade crossing of the Parramatta Light Rail (PLR) line and intersection with Adderton Road.
2. The proposed signalised upgrades of the local road intersections of Adderton Road with Manson Street, Sturt Road with Manson Street and Evans Road with Shortland Street.

The above topics were discussed at the meeting of 16 August 2023 with TfNSW and NSW DPE. With reference to the minutes of that meeting, TfNSW advised that, *'the removal of link road and the signalised intersections removes the need for TfNSW to have a compliance role in the SSD. Once the plans have been modified to remove the link road and traffic signals, TfNSW would be able to issue a letter of advising [sic] they have no role in the matter, with some clarifications.'*

Regarding the proposed signalisation of the 3 local road intersections, in their email of 14 August 2023 prior to the meeting, TfNSW advised that should the Proposal be modified to remove these signalised upgrades or provide alternative intersection treatments, *'Council should be satisfied that alternative treatments can safely accommodate traffic movements, noting these are local roads under the management of Council.'*

In response to these discussions with TfNSW, the Concept Plan has been modified to remove New Link Road and the signalised at-grade crossing of the PLR line and intersection with Adderton Road and remove the proposed signalised upgrades of the 3 local road intersections of Adderton Road with Manson Street, Sturt Road with Manson Street and Evans Road with Shortland Street. Reference should be made to the revised Concept Plan drawings provided separately, and it is noted that the removal of New Link Road and associated infrastructure represents a modification to both the Concept Plan and the plans for Stage 1A.

Finally, in accordance with TfNSW's advice to engage with Council in relation to the 3 local road intersections, a modelling assessment of these intersections under existing layouts or with non-signalised

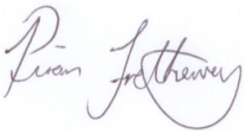
upgrades has commenced. The preliminary analysis of future 2031 'with development' conditions indicates that these 3 intersections (and the local road network in general) would perform satisfactorily, with:

- The intersection of Evans Road with Shortland Street under its existing priority Give Way arrangement.
- The intersection of Sturt Road with Manson Street upgraded to a priority Give Way intersection with the new approach of proposed New Marshall Road (Sturt Street major road, Manson Street and New Marshall Road, minor approaches).
- The intersection of Adderton Road and Manson Street upgraded to a roundabout with an inscribed diameter and mountable central island design like the relatively new roundabout installed at the nearby junction of Sturt Street with Evans Road.

In summary, the Concept Plan has been modified to remove New Link Road and the signalisation of the 3 local road intersections. As a result, TfNSW no longer has a compliance role in the SSD and a letter advising they have no role would be expected. Modelling of the local road network under the revised Proposal conditions is being completed, the results of which will be documented and submitted to DPE for review by Council as advised by TfNSW. Preliminary analysis indicates that the local road network is forecast to operate satisfactorily under future 'with development' traffic forecasts with key intersections remaining either in their current configuration or with non-signal upgrades.

I trust the above satisfies your current requirements. Should you have any queries, please contact the undersigned.

Yours sincerely,



Piran Trethewey

Director

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